

1955

REPORT

of the

President and Directors

of the

Atlanta and West Point  
Rail Road Company

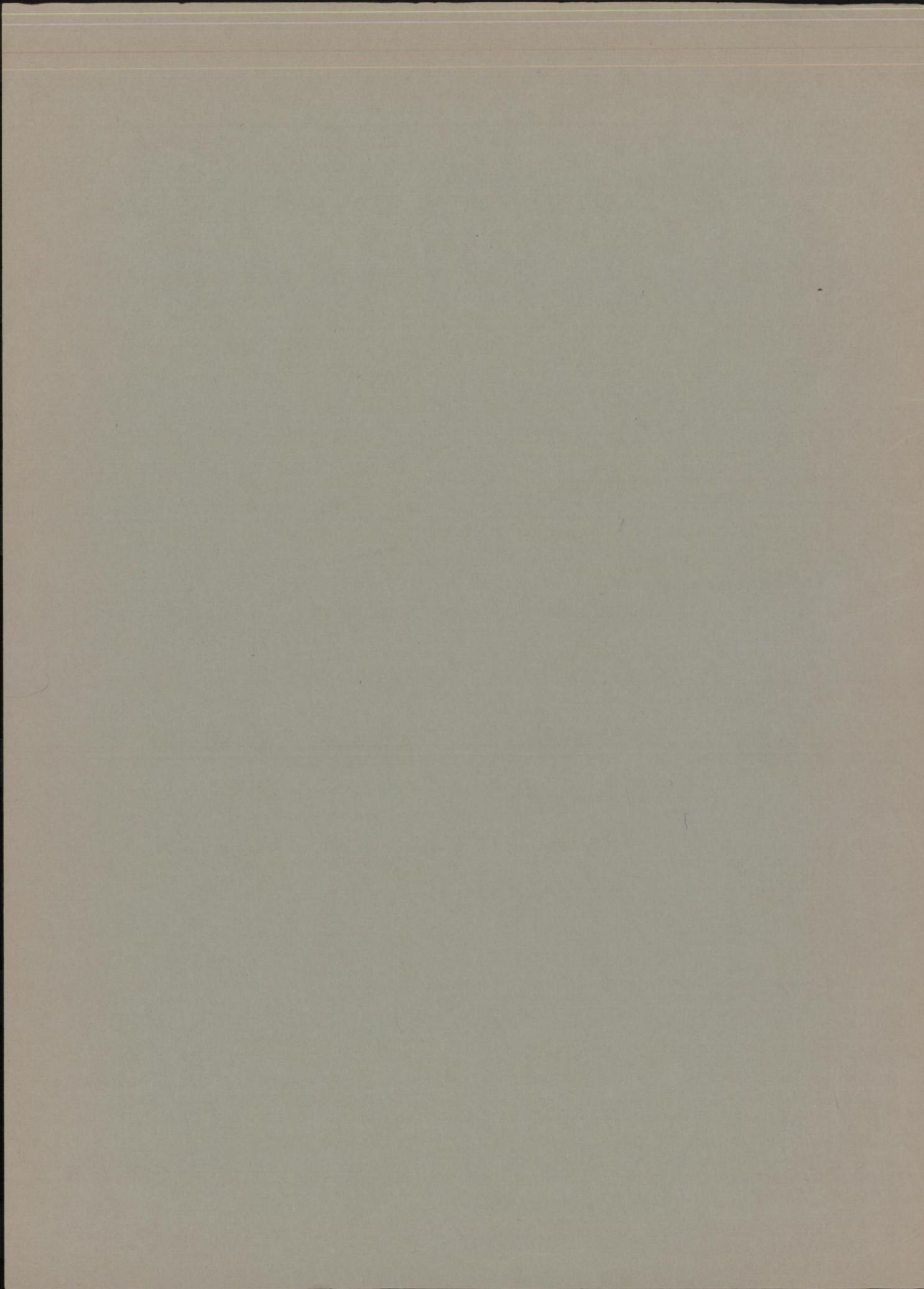
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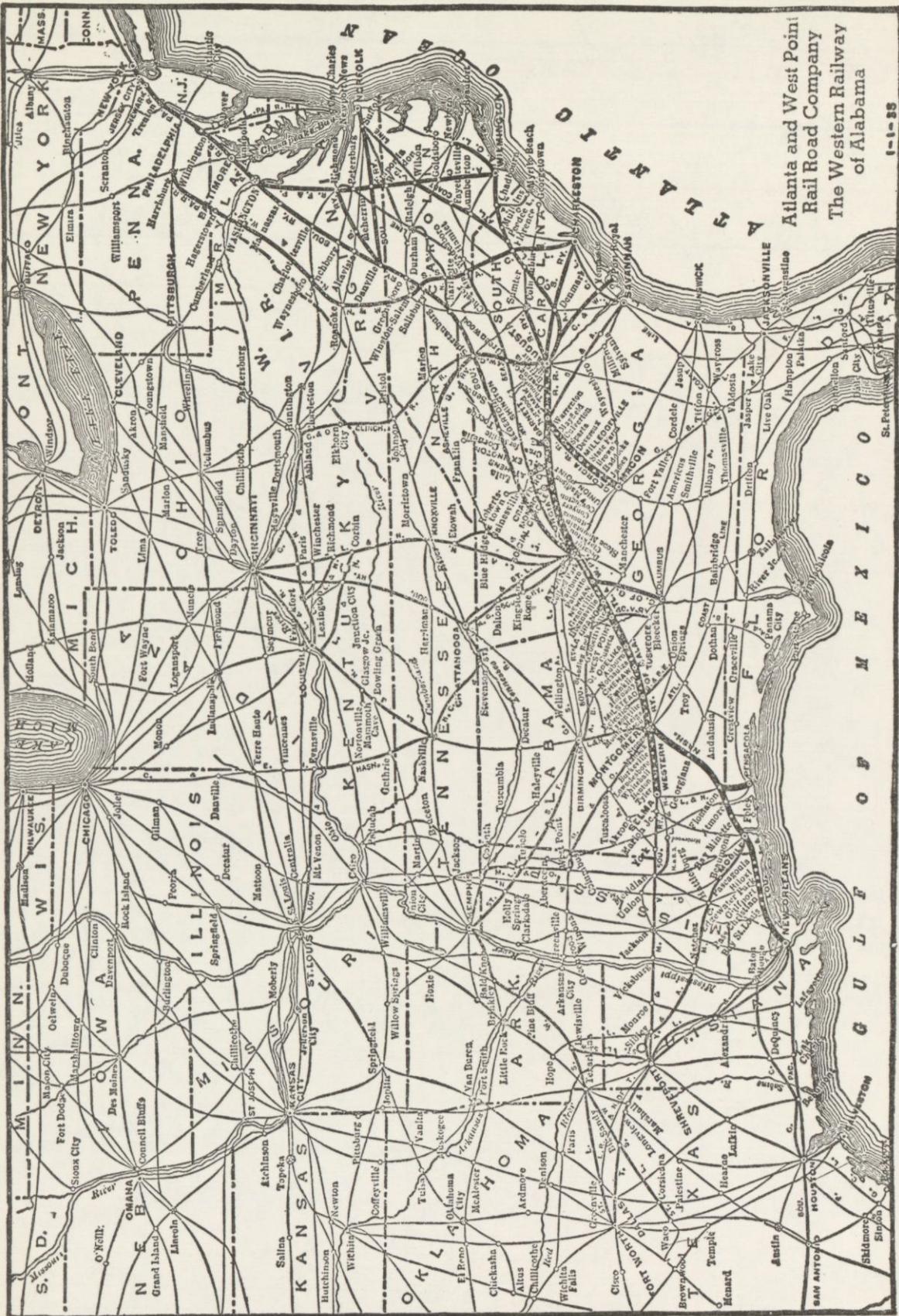
Stockholders in Convention

For the Year Ended December 31, 1955

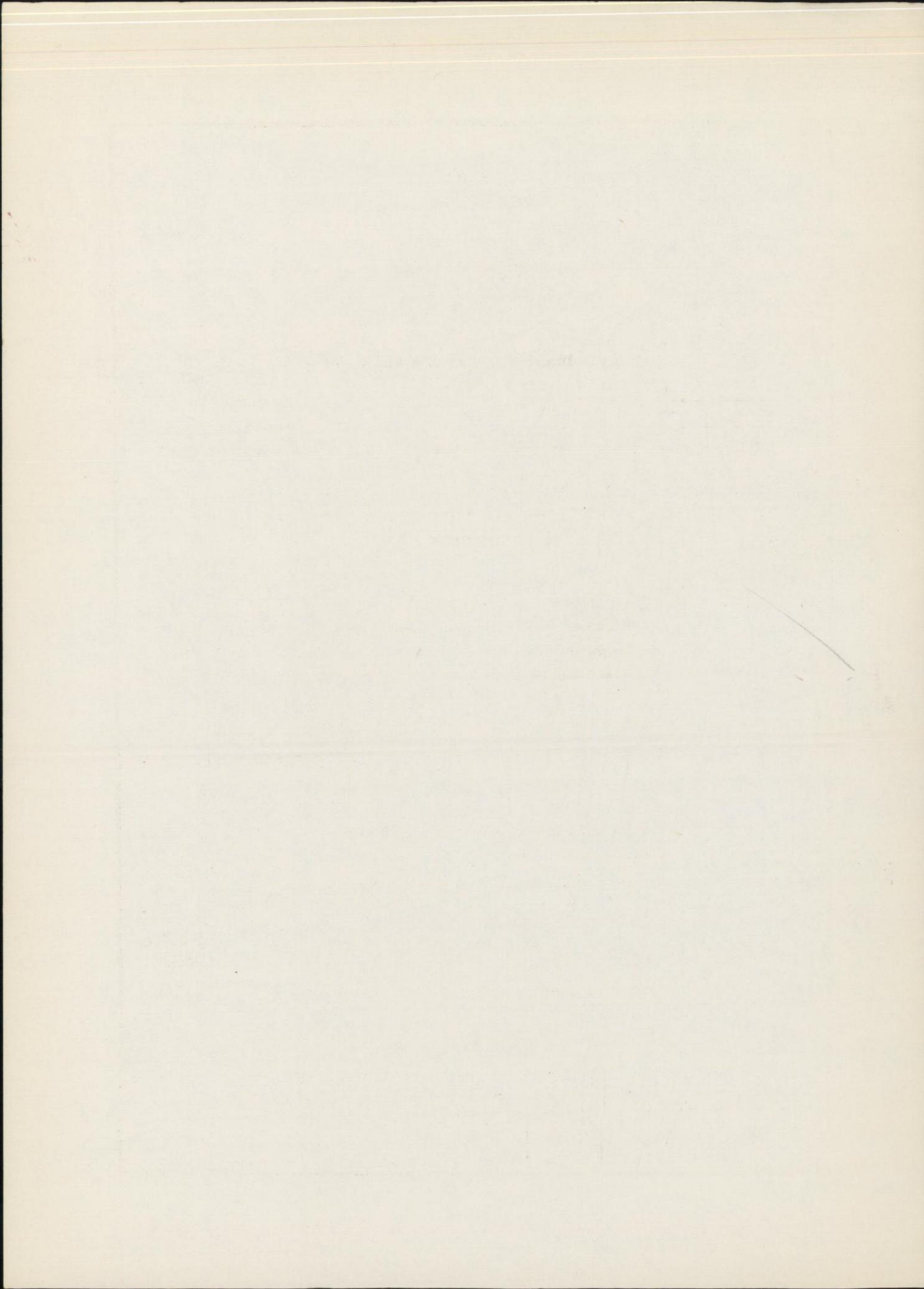
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Atlanta and West Point  
Rail Road Company  
The Western Railway  
of Alabama



**DIRECTORS FOR THE YEAR**

C. McD. Davis.  
E. G. Cole, Jr.  
William N. Banks.

S. R. Young.

J. E. Tilford.  
Joseph L. Lanier.  
J. Arch Avary, Jr.

**OFFICERS**

S. R. Young, President.  
J. C. Mixon, General Manager.  
T. C. Bullard, Secretary and Treasurer.  
Heyman, Abram and Young, General Counsel.  
B. A. Culpepper, General Auditor.  
E. J. Haley, General Superintendent.  
Marshall L. Bowie, Director of Personnel.  
J. B. Wilson, Chief Engineer.  
J. B. Pace, Purchasing Agent.  
M. M. Albright, Jr., Freight Traffic Manager.  
W. W. Snow, Passenger Traffic Manager.  
E. S. Center, Jr., General Development and  
Real Estate Agent.

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Office

4 Hunter St., S.E.  
Atlanta 3, Ga.

MAY 7 1956 A.S.

## COMPARATIVE SUMMARY OF OPERATING AND CORPORATE RESULTS, AND FINANCIAL POSITION

SOURCE OF INCOME	1955	1954	Increase or Decrease	
			Amount	Percent
Freight.....	\$ 2,584,637	\$ 2,860,360	\$ -275,723	.9.64
Passenger.....	331,910	412,063	-80,153	19.45
Mail, express, and other operations.....	579,638	560,774	18,864	3.36
Rent from equipment and joint facilities.....	-95,940	-136,972	41,032	29.96
Dividends, interest, profits from separately operated properties and miscellaneous income.....	81,909	81,973	-64	.08
<b>TOTAL INCOME.....</b>	<b>\$ 3,482,154</b>	<b>\$ 3,778,198</b>	<b>\$ -296,044</b>	<b>7.84</b>
<b>CHARGES AGAINST INCOME</b>				
Railway tax accruals.....	\$ 173,069	\$ 241,010	\$ -67,941	28.19
Operating expenses:				
Superintendence.....	\$ 113,388	\$ 112,923	\$ 465	.41
Locomotive fuel used.....	151,424	169,990	-18,566	10.92
Repairs to equipment.....	474,194	456,003	18,191	3.99
Depreciation and retirements.....	230,744	228,922	1,822	.80
Outside agencies.....	114,134	115,323	-1,189	1.03
Casualty, and loss and damage.....	37,235	61,645	-24,410	39.60
Operating joint facilities and joint maintenance expenses.....	662,234	757,756	-95,522	12.61
Other operating expenses including wages, materials used, etc.	1,263,977	1,399,942	-135,965	9.71
<b>TOTAL.....</b>	<b>\$ 3,047,330</b>	<b>\$ 3,302,504</b>	<b>\$ -255,174</b>	<b>7.73</b>
Other deductions from income:				
Interest on debt.....	\$ 25,766	\$ 29,324	\$ -3,558	12.13
Taxes on non operating property.....	10,259	10,058	201	2.00
Miscellaneous.....	543	443	100	22.57
<b>TOTAL.....</b>	<b>\$ 36,568</b>	<b>\$ 39,825</b>	<b>\$ -3,257</b>	<b>8.18</b>
<b>TOTAL CHARGES AGAINST INCOME.....</b>	<b>\$ 3,256,967</b>	<b>\$ 3,583,339</b>	<b>\$ -326,372</b>	<b>9.11</b>
<b>NET INCOME.....</b>	<b>\$ 225,187</b>	<b>\$ 194,859</b>	<b>\$ 30,328</b>	<b>15.56</b>
Dividends to shareholders.....	\$ 73,908	\$ 73,908		
Amount available for debt reduction, improvements, and other purposes.....	\$ 151,279	\$ 120,951	\$ 30,328	25.07
Net income per share.....	\$ 9.14	\$ 7.91	\$ 1.23	15.55
Dividend payments per share.....	\$ 3.00	\$ 3.00		
<b>FINANCIAL POSITION</b>				
Total investments less recorded depreciation and amortization.....	\$ 6,755,542	\$ 6,750,158	\$ 5,384	.08
Current assets.....	1,952,151	2,179,712	-227,561	10.44
Deferred and unadjusted assets.....	374,807	211,991	162,816	76.80
Capital stock.....	2,463,600	2,463,600		
Long term debt.....	881,749	954,790	-73,041	7.65
Current liabilities.....	633,507	806,787	-173,280	21.48
Deferred and unadjusted liabilities.....	303,372	281,557	21,815	7.75
Corporate surplus.....	4,795,979	4,631,397	164,582	3.55

—Decrease.

## EXECUTIVE OFFICE

Atlanta, Georgia, April 20, 1956

## To the Stockholders:

The Board of Directors respectfully presents herein report of Atlanta and West Point Rail Road Company for the year ended December 31, 1955.

Net income amounted to \$225,187 for the year 1955 compared with \$194,859 for the preceding year, or an increase of \$30,328. This increase is due to the recording of a claim for a refund of income taxes paid in former years amounting to \$60,899, because of a loss in taxable income for the year 1954. Excluding this tax claim the net income for 1955 would have shown a decrease from the previous year of \$30,571. This decrease in net income was attributable principally to a work stoppage which commenced March 16 and ended May 11, 1955. During this period the operations were limited and the adverse affect on operating income lingered throughout the year.

Operating revenues and expenses decreased \$328,517 and \$255,174, respectively, compared with 1954. The net result was that operating expenses absorbed 86 cents of each dollar of revenue in 1955 compared with 85 cents for the preceding year.

Tax accruals for 1955 amounted to \$183,328 which was 2.48 times dividends paid to shareholders and about .81 times net income. Payments for retirement and unemployment, included in tax accruals, for benefit of employees and their dependents, amounted to \$84,943 during the year.

The number of shares of capital stock outstanding was 24,636 in each of the two years under review, book value of which, as shown by balance sheet, was \$294.67 a share at the close of 1955. Dividends amounting to \$3 a share were paid to shareholders in 1955 and 1954.

The long term indebtedness of the Company as represented by conditional sale agreements covering equipment was increased by \$37,440 during the year. The additional indebtedness was occasioned by acquisition of 12 of 28 gondola cars on order. Payments in 1955 amounting to \$110,481 reduced obligations so that at the close of the year the balances outstanding aggregated \$881,749 of which \$80,754 is due in 1956. Your Company made commitments in 1955 for the purchase of equipment, a portion of which will be financed under long term conditional sale agreements. The commitments include the following freight cars:

No. of Cars	Type	Estimated Date of Delivery	Estimated Cost
28	Gondolas	April 1956	\$ 97,034
33	50 Ft. Box Cars	April 1956	245,520
33	40 Ft. Box Cars	June 1956	220,704
58	Wood Rack Cars	May 1956	82,951
Total			\$ 646,209

The wood rack cars are being converted from box cars withdrawn from service due to their need of heavy repairs.

Capital expenditures in recent years for improvements to the properties continued to play an important part in affording reduction of expenses and enabling better control of operating costs. Such expenditures aggregated \$4,101,512 for the years 1946 through 1955, or 54.72% of the total investment as of 1945.

Investment in property devoted to transportation, including value of materials and supplies and cash, was \$10,996,353 at the close of 1955, a decrease of \$154,741 compared with 1954. Such investments less recorded depreciation and amortization, were \$7,385,488. The average rate of return on investment shown was 3.05% compared with 2.55% in 1954.

Continuing vigorous competition from subsidized transport agencies, which has assailed the railway industry as a whole, has been keenly felt by your Company. This, together with outmoded monopoly regulations to which railroads are subjected, results in an inadequate return on investment, as compared with other enterprises.

## MILEAGE OPERATED

Miles of road operated at December 31, 1955, were as follows:

## MAIN LINE:

Atlanta to West Point, Ga.			
Owned—Property deeded		85.72	
Less—Leased to Atlanta Terminal Company		0.10	85.62
Hulsey Junction to Oakland City—Owned property deeded		5.16	90.78

## TRACKAGE RIGHTS:

Atlanta Terminal Company, Atlanta, Ga.	0.46
Central of Georgia Railway, Oakland City Junction, Ga.	0.05
Georgia Railroad, Atlanta Joint Terminals	2.02
Total mileage operated	93.31

Total mileage operated in freight and passenger service was 90.44 and 86.08 miles, respectively.

## INVESTMENT—ROAD AND EQUIPMENT

Changes in road and equipment accounts are summarized as follows:

	Total	Road	Equipment	General Expenditures
Balance, January 1, 1955	\$ 9,863,766	\$ 5,292,185	\$ 4,455,719	\$ 115,862
Additions during year	104,702	70,968	33,726	8
Total	\$ 9,968,468	\$ 5,363,153	\$ 4,489,445	\$ 115,870
Retirements	114,508	57,286	56,393	829
Balance, December 31, 1955	\$ 9,853,960	\$ 5,305,867	\$ 4,433,052	\$ 115,041
Less—Donations and Grants	66,081			
Investment in transportation property	\$ 9,787,879			

Principal additions to property consisted of the following:

## ROAD:

Four flashing signals to protect crossings	\$ 7,257
Construction of water main at College Park	5,475
Transfer of land and tracks at West Point, Ga.	5,349
Installation of heavier rail and track material	34,496
Total	\$ 52,577

## EQUIPMENT:

Purchase of thirteen wood rack cars	\$ 32,758
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The principal retirements during the year include obsolete water and fuel stations amounting to \$39,924 for property classified as road and 21 freight cars for property classified as equipment.

The property was adequately maintained during 1955, and its general condition at close of the year compared favorably with that of previous years.

## TAXES

The following shows amounts of various taxes accrued compared with preceding year:

	1955	1954	Amount	Increase —Decrease	Per Cent
<b>UNITED STATES GOVERNMENT TAXES:</b>					
Adjustment of prior years income tax accruals	\$ -63,113	\$ 366	\$ -63,479		
Retirement	78,650	81,423	-2,773		3.41
Unemployment insurance	6,293	6,528	-235		3.60
Other	2,335	2,027	308		15.19
Total	\$ 24,165	\$ 90,344	\$ -66,179		73.25
<b>STATE AND LOCAL TAXES:</b>					
Adjustment of prior years income tax accruals		\$ -1,476	\$ 1,476		100.00
Property	\$ 124,021	128,482	-4,461		3.47
Sales and use	21,802	20,903	899		4.30
Other	3,081	2,757	324		11.75
Total	\$ 148,904	\$ 150,666	\$ -1,762		1.17
Total railway tax accruals	\$ 173,069	\$ 241,010	\$ -67,941		28.19
Taxes on non-operating property	10,259	10,058	201		2.00
Total all Taxes	\$ 183,328	\$ 251,068	\$ -67,740		26.98

The adjustment of prior years federal income tax accruals includes a carryback amounting to \$60,899 to the year 1952 resulting from an operating loss sustained in 1954. Such operating loss was occasioned in part from the commencement of accruing employee's vacation pay in that year, a practice which is to continue in future.

In the determination of taxable income a benefit is reflected of approximately \$88,000 for 1955 and \$89,000 for 1954, resulting from deductions for amortization in excess of normal depreciation on emergency defense facilities. The accumulated benefit thus derived to December 31, 1955 is \$369,000. Under accounting rules of Interstate Commerce Commission amortization of emergency defense facilities subsequent to January 1, 1950 in excess of normal depreciation is not chargeable to income.

The election to claim accelerated amortization of a portion of the cost of defense facilities as a deduction for income tax purposes during the first five years of their service use, results in smaller charges for income taxes during that period and greater taxes in relation to income thereafter.

## EXPENSES

Operating expenses amounted to \$3,047,330 during 1955 as compared with \$3,302,504 for the preceding year, or a decrease of \$255,174.

As previously mentioned in this report the work stoppage of fifty-six days accounted for the principal portion of decrease in expenses. Notable among the variable expenses affected during this period were wages, materials and joint facility operations.

These reductions were somewhat offset by higher wage schedules, increased prices of materials and the commencement of a health and welfare insurance plan granted employees, which increased operating expenses during the latter part of the year.

The ratio of operating expenses to operating income increased .67% compared with preceding year. The decline in traffic volume was 8.4%.

Comparative ratios of expenses to revenues for each of the past five years are as follows:

	1955	1954	1953	1952	1951
Maintenance of way and structures.....	13.48	13.71	15.36	12.26	12.39
Maintenance of equipment.....	19.34	16.94	16.97	16.06	14.71
Traffic.....	5.06	4.64	4.23	4.00	4.10
Transportation.....	41.25	43.00	40.35	42.15	42.76
Miscellaneous operations.....	1.35	1.53	1.56	1.72	1.71
General.....	5.05	5.04	4.69	4.68	4.83
Total.....	85.53	84.86	83.16	80.87	80.50

## LABOR RELATIONS AND WAGES

During the year, a variety of demands from various crafts were disposed of.

In annual report for 1954 reference was made to demands of various non-operating groups for paid holidays, a third week's vacation for employees with 15 years continuous service, and a health and welfare plan to include hospital, medical and surgical insurance on a national, compulsory basis. In lieu thereof, the Company offered to negotiate a voluntary hospital, medical and surgical plan with benefits equal to, or better than, those provided in the national plan, at a lower cost; or, a wage increase of two cents an hour, applicable to each straight time hour worked, which the employee might use, if he so desired, to purchase protection of his choice. This offer was refused, and at 4:00 P.M., Wednesday, March 16, 85% of non-operating employees went on strike. The operating employees honored picket lines established by the striking "non-ops". The strike continued for a period of fifty-six days, an agreement to arbitrate the question being entered into on May 9, and all employees returned to work on May 11. With the aid of officers and supervisory employees, as well as a number of loyal non-operating employees who remained in our service, we were able to operate a limited amount of freight train service during the strike. Under award of the Referee in the arbitration your Company was required to pay entire cost of health and welfare program effective May 1, 1955, thus eliminating the compulsory feature, and contract with New York Life Insurance Company for this coverage at a cost of \$5.95 was approved, the Carrier to retain any dividends accruing therefrom.

Effective June 1, rates of pay of yard foremen were increased 25 cents a day. Rates of pay of passenger conductors and trainmen were increased 20 cents a day, and such employees in freight service were granted increases based on number of cars in train.

Effective October 1, employees in the four operating crafts were granted increases which conformed to a pattern of 10½ cents an hour, 4 cents of which was in lieu of a health and welfare program. Engineers and conductors were granted an additional 2%. The agreements also carried a provision for a new conversion factor for yard service employees now on, or later adopting, a 5-day work week, designed to adjust rates as they would have been if such employees had been granted a 5-day work week with 6 days' pay in 1948.

Effective December 1, in conformity with recommendation of a Presidential Emergency Board, employees in a majority of the non-operating crafts were granted an increase of 14½ cents per hour.

Pending and unadjusted at the close of the year were demands of train dispatchers for wage increases. Additional requests are now on hand for increase in rates of pay and a free health and welfare program for firemen and increase in rates of pay and for holiday pay for trainmen.

## AGRICULTURAL AND INDUSTRIAL

Production and values of all crops and livestock increased, and forestry made appreciable gains, as compared to previous year.

The industrial expansion in the area continued throughout 1955, and all indications are that this will continue in the future. Twelve industries to be served directly by this railroad were established and one industry expanded during the year.

## GENERAL

An examination of the accounts of the Company has been made by Messrs. Haskins & Sells, Certified Public Accountants, whose certificate appears in this report.

The Board takes pleasure in expressing its appreciation to those officers and employees who rendered loyal and faithful services in the performance of their duties throughout the year.

By order of the Board:

S. R. YOUNG  
President.

The following memorial was unanimously adopted by the Board of Directors of Atlanta and West Point Rail Road Company at its meeting on July 22, 1955:

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The President announces with deep regret the passing on July 16, 1955, of Mr. Henry E. Judge, General Auditor of this company.

Mr. Judge was born January 1, 1889. He entered the service of this company on September 23, 1918, as Traveling Auditor, held various positions in the Accounting Department, was appointed Auditor on November 11, 1940, and promoted to General Auditor on October 15, 1952, which position he held at the time of his death.

Whereupon the following resolution was read:

**Be It Resolved**, that the Directors of Atlanta and West Point Rail Road Company record with deep regret the death of Mr. Henry E. Judge and desire to express their high appreciation of his faithful and efficient services with this company. His loyalty to the management and his fidelity to the company's interests will be remembered by his associates.

**Be It Further Resolved**, that this resolution be spread upon the company's permanent records and that a copy be sent to his family.

Adopted by a Standing Vote of all present

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**HASKINS & SELLS**

ACCOUNTANTS

HEALEY BUILDING

ATLANTA 3

ACCOUNTANTS' CERTIFICATE

Atlanta and West Point Rail Road Company:

We have examined the balance sheet of Atlanta and West Point Rail Road Company as of December 31, 1955 and the related statements of income and of earned surplus - unappropriated for the year then ended. Our examination was made in accordance with generally accepted auditing standards, and accordingly included such tests of the accounting records and such other auditing procedures as we considered necessary in the circumstances.

In our opinion, the accompanying balance sheet and statements of income and of earned surplus - unappropriated present fairly the financial position of the Company at December 31, 1955 and the results of its operations for the year then ended, in conformity with principles of accounting prescribed or authorized by the Interstate Commerce Commission.

Haskins & Sells

April 13, 1956.

## COMPARATIVE GENERAL BALANCE SHEET

## ASSETS

	December 31	
	1955	1954
<b>INVESTMENTS:</b>		
701 Road and equipment property:		
Road	\$ 5,305,867.23	\$ 5,292,185.44
Equipment	4,433,051.77	4,455,718.89
General expenditures	115,041.09	115,861.68
702½ B Donations and grants	—66,080.86	—66,047.91
Investment in transportation property	\$ 9,787,879.23	\$ 9,797,718.10
702½ C Accrued depreciation—Road	—1,640,402.38	—1,652,797.17
702½ D Accrued depreciation—Equipment	—1,693,175.95	—1,567,822.48
702½ F Accrued amortization of defense projects (Prior to January 1, 1950)—Equipment	—277,286.65	—277,286.65
Investment in transportation property less recorded depreciation and amortization	\$ 6,177,014.25	\$ 6,299,811.80
705 Miscellaneous physical property	\$ 364,548.58	\$ 368,055.71
705½ Accrued depreciation—Miscellaneous physical property	—148,083.74	—144,502.90
Miscellaneous physical property less recorded depreciation	\$ 216,464.84	\$ 223,552.81
706 Investments in affiliated companies:		
Atlanta Terminal Co.—Stock	\$ 50,000.00	\$ 50,000.00
The Pullman Co.—Stock	21,645.00	21,645.00
Atlanta Terminal Co.—Open advances	154,214.60	153,134.02
Total	\$ 225,859.60	\$ 224,779.02
707 Other investments—Miscellaneous	\$ 136,202.89	\$ 2,013.89
Total investments less recorded depreciation and amortization	\$ 6,755,541.58	\$ 6,750,157.52
<b>CURRENT ASSETS:</b>		
708 Cash	\$ 455,717.15	\$ 513,951.69
709 Temporary cash investments	723,495.00	834,135.00
714 Net balance receivable from agents and conductors	91,261.45	74,653.25
715 Miscellaneous accounts receivable:		
U. S. Government—Post Office Department	\$ 33,719.84	\$ 61,153.91
Railway Express Agency, Inc.	18,077.04	29,861.88
Total	\$ 51,796.88	\$ 91,015.79
716 Material and supplies:		
Road stock	\$ 290,573.09	\$ 310,793.53
General store stock	180,518.06	244,856.95
Fuel stock	9,549.37	8,946.72
Other	46,256.22	50,047.52
Total	\$ 526,896.74	\$ 614,644.72
717 Interest and dividends receivable	\$ 1,813.85	\$ 1,670.41
718 Accrued accounts receivable:		
Estimated passenger traffic receivable	\$ 25,000.00	\$ 25,000.00
Unreported freight revenue	67,308.30	14,045.96
Miscellaneous	8,861.43	10,595.41
Total	\$ 101,169.73	\$ 49,641.37
Total current assets	\$ 1,952,150.80	\$ 2,179,712.23
<b>DEFERRED ASSETS:</b>		
720 Working fund advances	\$ 1,784.60	\$ 1,784.60
722 Other deferred assets	30,316.21	31,954.28
Total deferred assets	\$ 32,100.81	\$ 33,738.88
<b>UNADJUSTED DEBITS:</b>		
723 Prepayments	\$ 1,598.76	\$ 3,802.04
727 Other unadjusted debits	341,106.98	174,449.74
Total unadjusted debits	\$ 342,705.74	\$ 178,251.78
<b>TOTAL</b>	<b>\$ 9,082,498.93</b>	<b>\$ 9,141,860.41</b>

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**COMPARATIVE GENERAL BALANCE SHEET**  
**LIABILITIES**

	<b>December 31</b>	
	<b>1955</b>	<b>1954</b>
<b>STOCK:</b>		
751 Capital stock—Actually outstanding at date	\$ 2,463,600.00	\$ 2,463,600.00
<b>LONG-TERM DEBT:</b>		
756½ Equipment obligations (\$80,754 due in 1956)	\$ 881,749.00	\$ 954,790.00
<b>CURRENT LIABILITIES:</b>		
759 Traffic and car-service balances—Credit	\$ 300,167.12	\$ 285,889.71
760 Audited accounts and wages payable—Audited vouchers	187,962.81	239,496.52
761 Miscellaneous accounts payable:		
Agents drafts	\$ 3,924.96	\$ 4,403.77
The Western Railway of Alabama	65,405.21	133,403.21
Tax on transportation of passengers	3,629.40	3,455.40
Tax on transportation of property	13,449.35	15,412.50
Georgia Sales Tax Collected	98.10	139.25
Income Tax withheld on dividends	22.50	22.50
Total	\$ 86,529.52	\$ 156,836.63
763 Dividends matured unpaid	\$ 7,783.00	\$ 2,608.00
764 Unmatured interest accrued	1,349.59	1,356.99
766 Accrued accounts payable:		
Interest on Atlanta Terminal Co's. 1st Mortgage 4% bonds	\$ 2,940.00	\$ 2,910.00
Pullman Company contract	867.40	1,856.78
Employee vacations accrued	55,487.00	65,953.00
Miscellaneous	47,899.60	48,140.77
Total	\$ 107,194.00	\$ 118,860.55
767 Taxes accrued (debit balance results from claim of \$60,898.92 for refund of income tax)	\$ —57,478.87	\$ 1,738.56
Total current liabilities	\$ 633,507.17	\$ 806,786.96
<b>DEFERRED LIABILITIES:</b>		
770 Other deferred liabilities	\$ 4,292.01	\$ 3,729.16
<b>UNADJUSTED CREDITS:</b>		
773 Insurance reserves	\$ 151,005.98	\$ 148,407.73
778 Other unadjusted credits	152,366.02	133,149.53
Total unadjusted credits	\$ 303,372.00	\$ 281,557.26
<b>SURPLUS:</b>		
784 Unearned surplus	\$ 19,677.08	\$ 19,677.08
785 Earned surplus—Appropriated	237,745.83	237,745.83
786 Earned surplus—Unappropriated	4,538,555.84	4,373,974.12
Total surplus	\$ 4,795,978.75	\$ 4,631,397.03
<b>TOTAL</b>	<b>\$ 9,082,498.93</b>	<b>\$ 9,141,860.41</b>

NOTE.—Under an agreement dated August 1, 1939 between Atlanta and West Point Rail Road Company, Southern Railway Company, and H. D. Pollard, as Receiver of the property of Central of Georgia Railway Company and not individually, this Company jointly and severally unconditionally guarantees the payment of principal and interest on Atlanta Terminal Company's First Mortgage Bonds, Series A, 4%, dated August 1, 1939, due August 1, 1969, in the amount of \$1,600,000.00, reduced through the medium of a sinking fund to \$992,000.00 at December 31, 1955.

## INCOME ACCOUNT

	1955	1954	Increase or —Decrease
<b>OPERATING INCOME:</b>			
<b>Railway Operating Income:</b>			
501 Railway operating revenues	\$ 3,563,073.38	\$ 3,891,590.24	\$ —328,516.86
531 Railway operating expenses	3,047,329.97	3,302,503.58	—255,173.61
Net revenue from railway operations	\$ 515,743.41	\$ 589,086.66	\$ —73,343.25
532 Railway tax accruals	173,068.79	241,009.79	—67,941.00
Railway operating income	\$ 342,674.62	\$ 348,076.87	\$ —5,402.25
<b>Rent Income:</b>			
503 Hire of freight cars—Credit balance	\$ 9,132.43		\$ 9,132.43
504 Rent from locomotives	17,949.42	\$ 19,061.07	—1,111.65
505 Rent from passenger-train cars	108,606.22	103,840.98	4,765.24
507 Rent from work equipment	2,824.39	3,198.81	—374.42
508 Joint facility rent income	14,908.66	14,620.86	287.80
Total rent income	\$ 153,421.12	\$ 140,721.72	\$ 12,699.40
<b>Rents Payable:</b>			
536 Hire of freight cars—Debit balance		\$ 23,152.93	\$ —23,152.93
537 Rent for locomotives	\$ 22,846.93	13,719.58	9,127.35
538 Rent for passenger-train cars	81,932.25	97,850.11	—15,917.86
540 Rent for work equipment	2,136.39	2,351.90	—215.51
541 Joint facility rents	209,334.00	199,012.25	10,321.75
Total rents payable	\$ 316,249.57	\$ 336,086.77	\$ —19,837.20
Net rents	\$ —162,828.45	\$ —195,365.05	\$ 32,536.60
Net railway operating income	\$ 179,846.17	\$ 152,711.82	\$ 27,134.35
<b>OTHER INCOME:</b>			
510 Miscellaneous rent income	\$ 23,713.06	\$ 23,283.80	\$ 429.26
511 Income from nonoperating property	23,196.91	20,592.34	2,604.57
513 Dividend income	3,170.00	5,510.00	—2,340.00
514 Interest income	31,826.33	32,586.71	—760.38
519 Miscellaneous income	2.50		2.50
Total other income	\$ 81,908.80	\$ 81,972.85	\$ —64.05
Total income	\$ 261,754.97	\$ 234,684.67	\$ 27,070.30
<b>MISCELLANEOUS DEDUCTIONS FROM INCOME:</b>			
543 Miscellaneous rents	\$ 176.26	\$ 217.48	\$ —41.22
544 Miscellaneous tax accruals	10,259.03	10,057.81	201.22
551 Miscellaneous income charges	156.63	226.06	—69.43
Total miscellaneous deductions	\$ 10,591.92	\$ 10,501.35	\$ 90.57
Income available for fixed charges	\$ 251,163.05	\$ 224,183.32	\$ 26,979.73
<b>FIXED CHARGES:</b>			
546 Interest on funded debt	\$ 25,765.65	\$ 29,324.13	\$ —3,558.48
548 Amortization of discount on funded debt	210.66		210.66
Total fixed charges	\$ 25,976.31	\$ 29,324.13	\$ —3,347.82
Balance of income transferred to Earned Surplus	\$ 225,186.74	\$ 194,859.19	\$ 30,327.55

—Minus

In the determination of taxable income a benefit is reflected of approximately \$88,000 for 1955 and \$89,000 for 1954, resulting from deductions for amortization in excess of normal depreciation on emergency defense facilities. The accumulated benefit thus derived to December 31, 1955 is \$369,000. Under the accounting rules of the Interstate Commerce Commission, amortization of emergency defense facilities subsequent to January 1, 1950 in excess of normal depreciation is not chargeable to income.

## EARNED SURPLUS—UNAPPROPRIATED

## CREDITS:

601 Balance—January 1, 1955.....	\$4,373,974.12
602 Credit balance transferred from income.....	\$225,186.74
607 Miscellaneous credits:	
Excess of sale price over estimated salvage of steam locomotive sold.....	\$ 1,673.79
Excess of estimated liability for vacations earned in 1954 over payments in 1955.....	11,720.39
Other.....	5.60      13,399.78      238,586.52
Total credits.....	\$4,612,560.64

## DEBITS:

614 Dividend appropriations of surplus:	
1 Per cent payable August 1, 1955.....	\$24,636.00
2 Per cent payable December 22, 1955.....	49,272.00    \$ 73,908.00
621 Miscellaneous debits.....	96.80
Total debits.....	74,004.80
CREDIT BALANCE—December 31, 1955.....	\$4,538,555.84

## OPERATING EXPENSES FOR THE YEARS 1955 AND 1954 AND COMPARISON

ACCOUNT	1955	1954	Increase or Decrease
<b>Maintenance of Way and Structures:</b>			
201 Superintendence	\$ 26,635.86	\$ 24,490.41	\$ 2,145.45
202 Roadway maintenance	36,987.98	45,638.90	-8,650.92
208 Bridges, trestles and culverts	3,585.43	1,509.26	2,076.17
212 Ties	81,064.11	87,186.01	-6,121.90
214 Rails	-5,461.95	-6,099.28	637.33
216 Other track material	15,479.12	23,871.45	-8,392.33
218 Ballast	11,270.93	11,876.93	-606.00
220 Track laying and surfacing	85,375.13	102,688.48	-17,313.35
221 Fences, snowsheds, and signs	1,597.10	2,700.79	-1,103.69
227 Station and office buildings	11,769.19	10,902.28	866.91
229 Roadway buildings	4,523.60	2,725.17	1,798.43
231 Water stations	1,019.23	-39.60	1,058.83
233 Fuel stations	-247.02	-41.02	-206.00
235 Shops and enginehouses	24.74	-98.54	118.28
247 Communication systems	9,553.93	8,135.09	1,418.84
249 Signals and interlockers	19,600.42	21,231.69	-1,631.27
257 Power-transmission systems	-34	-1.88	1.54
265 Miscellaneous structures	97.98	114.90	-16.92
266 Road property—Depreciation:			
Engineering	1,320.12	1,094.28	225.84
Grading	492.24	409.92	82.32
Tunnels and subways	395.04	395.04	
Bridges, trestles and culverts	10,573.80	10,544.28	29.52
Rails	26,944.32	25,242.36	1,701.96
Other track material	14,833.68	13,428.00	1,405.68
Fences, snowsheds and signs	602.40	602.40	
Station and office buildings	6,606.56	6,579.42	27.14
Roadway buildings	258.28	260.40	-2.12
Water stations	97.95	395.01	-297.06
Fuel stations	326.34	595.56	-269.22
Shops and enginehouses	76.32	76.32	
Communication systems	1,374.00	1,374.00	
Signals and interlockers	4,056.54	3,988.58	117.96
Miscellaneous structures	388.88	388.88	
Roadway machines	2,784.72	3,152.04	-367.32
Public improvements—Construction	2,976.12	2,402.52	573.60
267 Retirements—Road	1,147.11	8,086.65	-6,939.54
269 Roadway machines	6,957.16	5,147.02	1,810.14
270 Dismantling retired road property	57.85	2,141.82	-2,083.97
271 Small tools and supplies	4,740.73	5,637.16	-896.43
273 Public improvements—Maintenance	7,445.58	9,091.06	-1,645.48
274 Injuries to persons	6,295.73	4,820.12	1,475.61
275 Insurance	51.82	129.86	-78.04
276 Stationery and printing	417.20	388.16	29.04
277 Other expenses	3,333.34	34.04	3,299.30
278 Maintaining joint tracks, yards and other facilities—Debit	80,976.14	99,517.82	-18,541.68
279 Maintaining joint tracks, yards and other facilities—Credit	-8,121.35	-9,029.99	908.64
Total	\$ 480,279.06	\$ 533,633.77	\$ -53,354.71
<b>Maintenance of Equipment:</b>			
301 Superintendence	\$ 17,719.73	\$ 18,958.18	\$ -1,238.45
302 Shop machinery	103.77		103.77
306 Dismantling retired shop and power plant machinery	-17.62		-17.62
308 Steam locomotives—Repairs		253.88	-253.88
311 Other locomotives—Repairs	148,749.05	156,688.19	-7,939.14
314 Freight train cars—Repairs	222,535.11	206,218.41	16,316.70
317 Passenger train cars—Repairs	97,755.99	87,129.84	10,626.15
326 Work equipment—Repairs	4,111.88	4,808.29	-696.41
328 Miscellaneous equipment—Repairs	1,042.07	904.44	137.63
329 Dismantling retired equipment		1,384.53	-1,384.53
330 Retirements equipment		-7,388.49	7,388.49
331 Equipment—Depreciation	155,512.00	155,965.11	-453.11
332 Injuries to persons	1,589.25	1,674.47	-85.22
333 Insurance	2,947.41	4,763.49	-1,816.08
334 Stationery and printing	1,029.08	754.70	274.38
335 Other expenses	4,494.54	55.71	4,438.83
336 Joint maintenance of equipment expenses—Debit	32,098.83	27,763.72	4,335.11
337 Joint maintenance of equipment expenses—Credit	-458.04	-671.61	213.57
Total	\$ 689,213.05	\$ 659,262.86	\$ 29,950.19

## OPERATING EXPENSES FOR THE YEARS 1955 AND 1954 AND COMPARISON

ACCOUNT	1955	1954	Increase or —Decrease
<b>Traffic:</b>			
351 Superintendence	\$ 41,461.50	\$ 43,155.48	\$ —1,693.98
352 Outside agencies	114,134.44	115,323.07	—1,188.63
353 Advertising	2,317.97	2,184.62	133.35
354 Traffic associations	3,059.13	3,628.98	—569.85
356 Industrial and immigration bureaus	7,108.60	6,358.92	749.68
357 Insurance	63.36	52.85	10.51
358 Stationery and printing	11,176.15	9,719.41	1,456.74
359 Other expenses	799.95		799.95
<b>Total</b>	<b>\$ 180,121.10</b>	<b>\$ 180,423.33</b>	<b>\$ —302.23</b>
<b>Transportation—Rail Line:</b>			
371 Superintendence	\$ 27,571.07	\$ 26,319.10	\$ 1,251.97
372 Dispatching trains	13,636.41	15,096.31	—1,459.90
373 Station employees	139,791.17	163,840.38	—24,049.21
374 Weighing, inspection and demurrage bureaus	9,509.77	11,107.78	—1,598.01
376 Station supplies and expenses	6,894.13	8,958.77	—2,064.64
377 Yard masters and yard clerks	300.00	65.96	234.04
378 Yard conductors and brakemen	18,022.95	18,778.58	—755.63
380 Yard enginemen	11,696.66	12,550.21	—853.55
382 Yard switching fuel—Diesel	2,371.93	3,983.34	—1,611.41
385 Water for yard locomotives	22.56	20.11	2.45
386 Lubricants for yard locomotives	.27	—31.39	31.66
387 Other supplies for yard locomotives	268.37	47.68	220.69
388 Enginehouse expenses—Yard	286.87	43.78	243.09
389 Yard supplies and expenses	5.54	83.98	—78.44
390 Operating joint yards and terminals—Debit	538,543.75	617,911.43	—79,367.68
392 Train enginemen	142,616.42	154,577.09	—11,960.67
394 Train fuel—Diesel	149,052.04	166,007.04	—16,955.00
397 Water for train locomotives	561.04	994.95	—433.91
398 Lubricants for train locomotives	8,486.17	8,299.41	186.76
399 Other supplies for train locomotives	2,112.71	1,836.31	276.40
400 Enginehouse expenses—Train	68,079.76	74,546.42	—6,466.66
401 Trainmen	194,415.39	208,476.95	—14,061.56
402 Train supplies and expenses	56,092.38	59,456.92	—3,364.54
403 Operating sleeping cars	10,782.33	26,826.55	—16,044.22
404 Signal and interlocker operation	9,996.99	10,932.39	—935.40
405 Crossing protection	14,249.54	13,850.94	398.60
407 Communication system operation	818.15	687.00	131.15
410 Stationery and printing	5,426.35	5,905.47	—479.12
411 Other expenses	4,227.45	326.87	3,900.58
412 Operating joint tracks and facilities—Debit	14,237.33	18,679.50	—4,442.17
413 Operating joint tracks and facilities—Credit	—12,257.67	—14,443.80	2,186.13
414 Insurance	2,373.05	1,996.81	376.24
415 Clearing wrecks	192.28	662.59	—470.31
416 Damage to property	6,440.53	4,316.21	2,124.32
417 Damage to live stock on right of way	1,578.64	1,582.07	—3.43
418 Loss and damage—Freight	12,125.97	15,043.43	—2,917.46
419 Loss and damage—Baggage	45.24	27.08	18.16
420 Injuries to persons	9,159.38	34,181.94	—25,022.56
<b>Total</b>	<b>\$ 1,469,732.92</b>	<b>\$ 1,673,546.16</b>	<b>\$ —203,813.24</b>
<b>Miscellaneous Operations:</b>			
441 Dining and buffet service	\$ 47,185.27	\$ 58,344.51	\$ —11,159.24
447 Operating joint miscellaneous facilities—Debit	979.03	1,347.74	—368.71
<b>Total</b>	<b>\$ 48,164.30</b>	<b>\$ 59,692.25</b>	<b>\$ —11,527.95</b>
<b>General:</b>			
451 Salaries and expenses of general officers	\$ 27,491.45	\$ 27,405.07	\$ 86.38
452 Salaries and expenses of clerks and attendants	99,451.78	115,367.76	—15,915.98
453 General office supplies and expenses	10,107.10	9,885.15	221.95
454 Law expenses	12,186.62	12,303.79	—117.17
455 Insurance	137.20	157.07	—19.87
457 Pensions and gratuities	3,696.28	3,651.79	44.49
458 Stationery and printing	5,336.56	6,098.19	—761.63
460 Other expenses	5,176.98	4,394.79	782.19
461 General joint facilities—Debit	16,235.57	16,681.60	—446.03
<b>Total</b>	<b>\$ 179,819.54</b>	<b>\$ 195,945.21</b>	<b>\$ —16,125.67</b>
<b>Total railway operating expenses</b>	<b>\$ 3,047,329.97</b>	<b>\$ 3,302,503.58</b>	<b>\$ —255,173.61</b>
Ratio of operating expenses to operating revenues	85.53	84.86	0.67

## RAILWAY OPERATING REVENUES

YEAR ENDED DECEMBER 31	Freight	Passenger	Mail	Express	All Other Transporta- tion Rail Line	Incidental	Joint Facility Credit	Joint Facility Debit	Total Railway Operating Revenues
1946	\$2,552,415.29	\$ 978,735.66	\$ 99,859.41	\$ 92,479.86	\$ 59,114.44	\$ 113,433.08	\$ 56,747.40	\$ 183.27	\$3,952,601.87
1947	3,032,281.03	554,362.67	127,798.01	113,878.84	70,048.04	120,696.58	53,496.28	195.72	4,072,365.73
1948	3,395,083.28	625,978.02	152,943.68	103,215.19	91,230.52	134,255.82	66,161.28	194.61	4,568,673.18
1949	3,069,092.47	534,830.25	147,118.41	78,211.96	72,469.73	107,031.38	63,517.25	192.63	4,012,078.82
1950	3,293,085.21	512,001.76	243,694.14	82,002.43	69,524.22	117,291.30	59,520.20	210.25	4,376,909.01
1951	3,401,088.81	588,060.67	222,066.42	79,632.98	81,907.19	141,040.42	59,966.65	152.06	4,573,561.09
1952	3,379,936.88	573,169.23	198,339.86	137,701.96	78,769.58	123,780.07	64,020.99	225.96	4,555,492.61
1953	3,346,534.16	474,791.89	306,610.09	114,700.23	87,867.56	114,132.43	63,811.32	157.54	4,508,290.14
1954	2,860,359.99	412,063.17	253,152.81	130,254.01	80,948.13	96,418.72	58,553.64	160.23	3,891,590.24
1955	2,564,637.18	331,909.74	183,843.37	199,096.26	101,482.78	95,215.22	67,049.00	160.17	3,563,073.38

## RAILWAY OPERATING EXPENSES AND NET REVENUE FROM RAILWAY OPERATIONS

YEAR ENDED DECEMBER 31	Mainte- nance of Way and Structures	Mainte- nance of Equipment	Traffic	Transpor- tation Rail Line	Miscel- laneous Operations	General	Total Railway Operating Expenses	Net Revenue From Railway Operations	Ratio Operating Expenses to Operating Revenues
1946	\$ 537,347.25	\$ 722,646.92	\$ 147,573.35	\$ 2,060,835.69	\$ 86,511.43	\$ 162,915.71	\$ 33,717,830.35	\$ 234,771.52	94.06
1947	435,395.58	580,186.21	157,348.73	2,020,599.68	84,166.53	170,266.02	3,497,962.75	574,402.98	85.90
1948	504,501.13	617,970.44	167,367.45	2,254,516.19	92,697.04	175,830.73	3,812,882.98	755,790.20	83.46
1949	456,782.20	591,883.61	167,437.74	1,987,240.29	89,151.56	191,169.40	3,483,664.80	528,414.02	86.83
1950	485,009.50	562,965.61	166,852.57	1,914,002.85	69,380.48	201,556.64	3,399,767.66	977,141.36	77.68
1951	566,605.57	672,898.02	187,535.84	1,955,573.57	78,163.85	220,908.55	3,681,685.40	891,875.69	80.50
1952	558,757.84	731,528.15	182,049.54	1,919,947.15	78,285.44	213,404.69	3,683,972.81	871,519.80	80.87
1953	692,467.38	765,262.19	190,626.31	1,819,125.14	70,208.99	211,582.96	3,749,273.17	759,016.97	83.16
1954	533,633.77	659,262.86	180,423.33	1,673,546.16	59,692.25	195,945.21	3,302,503.58	589,086.66	84.86
1955	450,279.06	689,213.05	180,121.10	1,469,732.92	48,164.30	179,819.54	3,047,329.97	515,743.41	85.53

## CLASSIFICATION OF FREIGHT TRAFFIC

COMMODITY	1955		1954		Increase or —Decrease Tons	
	No. of Tons 2,000 lbs.	P/C to Total Tons	No. of Tons 2,000 lbs.	P/C to Total Tons		
Products of Agriculture	Grain and products, hay, tobacco	40,776	1.85	44,727	1.80	—3,951
	Cotton in bales	123,620	5.62	125,221	5.04	—1,601
	Linters, cottonseed, and products	50,198	2.28	53,837	2.17	—3,639
	Fruits, fresh, and melons	21,705	0.99	27,393	1.10	—5,688
	Fruits, dried and frozen	1,980	0.09	2,404	0.10	—424
	Coffee	2,856	0.13	3,448	0.14	—592
	Cabbage, celery, lettuce, onions	10,910	0.50	14,550	0.59	—3,640
	Potatoes, other than sweet	11,747	0.53	15,192	0.61	—3,445
	Tomatoes, vegetables, fresh	2,646	0.12	3,514	0.14	—868
	Vegetables, dried and frozen	3,068	0.14	3,474	0.14	—406
	Peanuts	1,727	0.08	2,780	0.11	—1,053
	Other products of agriculture	4,310	0.20	3,386	0.13	924
	Total	275,543	12.53	299,926	12.07	—24,383
Animals and Products	Cattle, calves, sheep and swine	2,085	0.09	1,715	0.07	370
	Meat, margarine, poultry and eggs	6,126	0.28	7,092	0.29	—966
	Butter, cheese, dairy products	3,011	0.14	3,618	0.15	—607
	Wool and mohair	106		120		—14
	Hides and other products of animals	2,335	0.11	2,662	0.10	—327
	Total	13,663	0.62	15,207	0.61	—1,544
Products of Mines	Coal and coke	50,394	2.29	49,438	1.99	956
	Ores, iron, copper, lead, barytes	117,702	5.35	142,505	5.74	—24,803
	Clay, sand and gravel	295,455	13.44	291,989	11.75	3,466
	Stone and rock	189,419	8.62	216,323	8.71	—26,904
	Petroleum, crude	285	0.01	790	0.03	—505
	Asphalt	20,578	0.94	25,730	1.04	—5,152
	Salt	15,691	0.71	17,983	0.72	—2,292
	Phosphate rock	7,927	0.36	27,775	1.12	—19,848
	Sulphur	10,975	0.50	17,690	0.71	—6,715
	Products of mines, N. O. S.	18,942	0.86	26,790	1.08	—7,848
	Total	727,368	33.08	817,013	32.89	—89,645
Products of Forests	Logs, posts, poles, wood fuel	2,537	0.12	4,324	0.17	—1,787
	Ties, railroad	733	0.03	235	0.01	498
	Pulpwood	81,933	3.73	78,928	3.18	3,005
	Lumber, shingles and lath	72,808	3.31	70,880	2.85	1,928
	Cooperage material, veneer, plywood	8,012	0.36	7,992	0.32	20
	Rosin and turpentine	1,470	0.07	2,773	0.11	—1,303
	Products of forests, N. O. S.	3,802	0.17	2,646	0.11	1,156
	Total	171,295	7.79	167,778	6.75	3,517
Manufactures and Miscellaneous	Gasoline, petroleum and gases	83,873	3.82	100,987	4.06	—17,114
	Oils, cottonseed, vegetable, etc.	23,761	1.08	27,677	1.11	—3,916
	Rubber, rubber goods, chemicals	57,530	2.62	69,960	2.82	—12,430
	Sulphuric acid	63,793	2.90	57,451	2.31	6,342
	Acids, sodium, alcohol	67,804	3.08	60,912	2.45	6,892
	Fertilizers, N. O. S.	25,702	1.17	31,023	1.25	—5,321
	Tar, paint, drugs, toilet articles	5,276	0.24	5,674	0.23	—398
	Iron, pig, bar, nails, pipe, tanks	87,160	3.96	73,749	2.97	13,411
	Agricultural implements, machinery	8,315	0.38	10,464	0.42	—2,149
	Vehicles, automobiles, airplanes	13,333	0.61	16,851	0.68	—3,518
	Cement	89,902	4.09	71,875	2.89	18,027
	Brick, artificial stone	36,798	1.67	38,958	1.57	—2,160
	Lime, plaster	8,577	0.39	8,201	0.33	376
	Woodpulp, rags, paper, pulpboard	161,277	7.34	168,407	6.78	—7,130
	Electric equipment, furnaces	9,374	0.43	11,039	0.44	—1,665
	Glassware, refrigerators, stoves	18,888	0.86	27,924	1.13	—9,036
	Bagging, cotton factory products	32,627	1.48	29,216	1.18	3,411
	Sugar	24,689	1.12	29,684	1.20	—4,995
	Candy, soap, tobacco, cigarettes	59,331	2.70	70,841	2.85	—11,510
	Scrap iron and steel, borings, etc.	20,253	0.92	22,464	0.90	—2,211
	Furnace slag	16,916	0.77	14,501	0.59	2,415
	Other manufactures and miscellaneous	75,415	3.43	94,515	3.80	—19,100
	Total	990,594	45.06	1,042,373	41.96	—51,779
	Forwarder Traffic (C. L.)	576	0.03	267	0.01	309
	GRAND TOTAL, CARLOAD TRAFFIC	2,179,039	99.11	2,342,564	94.29	—163,525
	All L. C. L. Freight	19,528	0.89	141,947	5.71	—122,419
	GRAND TOTAL, CARLOAD AND L. C. L. TRAFFIC	2,198,567	100.00	2,484,511	100.00	—285,944

## FREIGHT AND PASSENGER STATISTICS

FREIGHT TRAFFIC	1955	1954	Increase or Decrease	
			Amount	Percent
1 Number of tons carried.....	2,198,567	2,496,816	—298,249	11.95
2 Number of tons carried one mile.....	147,244,337	156,865,314	—9,620,977	6.13
3 Number of tons per mile of road (Average).....	24,310	27,607	—3,297	11.94
4 Number of tons carried one mile per mile of road.....	1,628,088	1,734,468	—106,380	6.13
5 Number of tons in each train (Average).....	732.61	764.72	—32.11	4.20
6 Number of tons in each loaded car (Average).....	25.62	26.63	—1.01	3.79
7 Average distance one ton carried (Miles).....	66.97	62.83	4.14	6.59
8 Revenue per ton per mile.....	\$ 0.01755	\$ 0.01823	\$ —0.00068	3.73
9 Revenue per mile of road.....	28,578.47	31,627.15	—3,048.68	9.64
10 Revenue per freight train mile.....	15.29	15.42	—0.13	0.84
11 Revenue per freight car mile—Loads.....	0.53471	0.53713	—0.00242	0.45
12 Revenue per freight car mile—Total.....	0.36994	0.35702	0.01292	3.62
13 Revenue per ton.....	1.18	1.15	0.03	2.61
PASSENGER TRAFFIC				
1 Number of passengers carried.....	138,564	174,824	—36,260	20.74
2 Number of passengers carried one mile.....	11,636,522	14,631,770	—2,995,248	20.47
3 Number of passengers per mile of road (Average).....	1,610	2,031	—421	20.73
4 Number of pass. carried one mile per mile of road.....	135,183	169,979	—34,796	20.47
5 Number of passengers in each train (Average).....	83	80	3	3.75
6 Number of passengers in each car (Average).....	8	7	1	1.43
7 Average distance each passenger (Miles).....	83.98	83.69	0.29	0.35
8 Passenger service train revenue per mile of road.....	\$ 8,317.16	\$ 9,276.69	\$ —959.53	10.34
9 Passenger service train revenue per pass. train mile.....	4.55	4.26	0.29	6.81
10 Passenger service train revenue per pass. car mile.....	0.41985	0.38270	0.03715	9.71
11 *Revenue per passenger per mile.....	0.02852	0.02816	0.00036	1.28
12 *Revenue per passenger.....	2.40	2.36	0.04	1.70
ALL TRAFFIC				
Railway operating revenues per mile of road.....	\$ 38,185.33	\$ 41,706.03	\$ —3,520.70	8.44
Railway operating revenues per revenue train mile.....	10.92	10.44	.48	4.60
Railway operating expenses per mile of road.....	\$ 32,658.12	\$ 35,392.81	\$ —2,734.69	7.73
Railway operating expenses per revenue train mile.....	9.34	8.86	0.48	5.42
Per cent of railway operating expenses to oper. revenue.....	85.53	84.86	0.67	0.79
Net revenue per mile of road.....	\$ 5,527.20	\$ 6,313.22	\$ —786.02	12.45
Net revenue per revenue train mile.....	1.58	1.58	—	—
Per cent of net revenue to total revenue.....	14.47	15.14	—0.67	4.43
Railway operating expenses and taxes per mile of road.....	\$ 34,512.90	\$ 37,975.70	\$ —3,462.80	9.12
Railway operating expenses and taxes per rev. train mile.....	9.87	9.51	0.36	3.79
Per cent of operating expenses and taxes to total revenues	90.38	91.06	—0.68	0.75

\* Revenue excludes mail, express, excess baggage, other passenger-train and milk.

† Revenue includes mail, express, excess baggage, other passenger-train and milk.

—Decrease.

## TRAIN, LOCOMOTIVE AND CAR MILES

CLASS	1955	1954	Increase or Decrease
<b>TRAIN MILES</b>			
801 Freight—Ordinary	169,028	185,408	—16,380
Freight—Light	40	40	—40
802 Passenger Train Miles	157,405	187,247	—29,842
Total Revenue Service Train Miles	326,433	372,695	—46,262
805 Non-Revenue Service Train Miles	122	428	—306
<b>TOTAL TRAIN MILES</b>	<b>326,555</b>	<b>373,123</b>	<b>—46,568</b>
<b>LOCOMOTIVE MILES</b>			
811 Freight—Principal	169,028	185,448	—16,420
Freight—Helper	194,426	141,791	52,635
Freight—Light	10	7	3
812 Passenger—Principal	157,405	187,247	—29,842
Passenger—Helper	162,352	190,581	—28,229
Passenger—Light	11,220	13,257	—2,037
815 Switching—Train	56,764	49,463	7,301
816 Switching—Yard—Freight	15,516	16,266	—750
Total Revenue Locomotive Miles	766,721	784,060	—17,339
817 Non-Revenue Locomotive Miles	122	428	—306
<b>TOTAL LOCOMOTIVE MILES</b>	<b>766,843</b>	<b>784,488</b>	<b>—17,645</b>
<b>FREIGHT CAR MILES</b>			
821 Freight Loaded	4,833,909	5,325,254	—491,345
Freight Empty	1,913,620	2,374,686	—461,066
System Caboose	239,114	311,896	—72,782
Total Freight Car Miles	6,986,643	8,011,836	—1,025,193
<b>PASSENGER CAR MILES</b>			
822 Passenger Coaches	447,371	542,335	—94,964
Sleeping and Parlor Cars	456,571	630,306	—173,735
Club, Lounge, Dining and Observation	103,112	126,369	—23,257
Business	4,956	4,104	852
Mail, Express and Baggage	641,935	720,664	—78,729
Combination Passenger and Baggage	51,301	62,330	—11,029
Passenger Car Miles in Freight Trains		454	—454
Total Passenger Car Miles	1,705,246	2,086,562	—381,316
Total Revenue Car Miles	8,691,889	10,098,398	—1,406,509
825 Non-Revenue Service Car Miles	432	1,770	—1,338
<b>TOTAL CAR MILES</b>	<b>8,692,321</b>	<b>10,100,168</b>	<b>—1,407,847</b>

—Minus

## INVESTMENT IN ROAD, EQUIPMENT AND GENERAL FOR THE YEAR ENDED DECEMBER 31, 1955

ROAD		Additions	Retirements	Net Totals
1	Engineering	\$ 767.94		\$ 767.94
2	Land for transportation purposes	4,764.43	\$ 4,113.48	650.95
3	Grading	56.25	28.60	27.65
8	Ties	4,580.07	3,096.76	1,483.31
9	Rails	11,390.82	2,957.32	8,433.50
10	Other track material	23,386.99	3,015.62	20,371.37
11	Ballast	1,260.03	77.24	1,182.79
12	Track laying and surfacing	3,969.44	1,528.61	2,440.83
16	Station and office buildings	4,443.64		4,443.64
17	Roadway Buildings		924.16	-924.16
18	Water stations		16,849.28	-16,849.28
19	Fuel Stations		23,074.87	-23,074.87
27	Signals and interlockers	7,372.66	75.72	7,296.94
37	Roadway Machines		1,544.22	-1,544.22
39	Public improvements—Construction	8,975.40		8,975.40
Total expenditures for road		\$ 70,967.67	\$ 57,285.88	\$ 13,681.79
EQUIPMENT				
53	Freight-train cars	\$ 32,757.60	\$ 56,392.96	\$-23,635.36
58	Miscellaneous equipment	968.24		968.24
Total expenditures for equipment		\$ 33,725.84	\$ 56,392.96	\$-22,667.12
GENERAL				
Expenditures for general		\$ 7.97	\$ 828.56	\$ -820.59
Total expenditures for general		\$ 7.97	\$ 828.56	\$ -820.59
Total		\$ 104,701.48	\$ 114,507.40	\$ -9,805.92

—Minus

## EQUIPMENT

	Locomotives	Freight-Train Cars	Passenger-Train Cars	Work Equipment *
	Diesel-Electric			
On hand January 1, 1955.....	12	539	30	16½
Acquired.....	—	25	—	—
Changed.....	—	12	10 574	— 30 — 16½
Withdrawn from Service.....	—	21	—	—
Changed.....	—	10	31	—
On hand December 31, 1955.....	12	543	30	16½

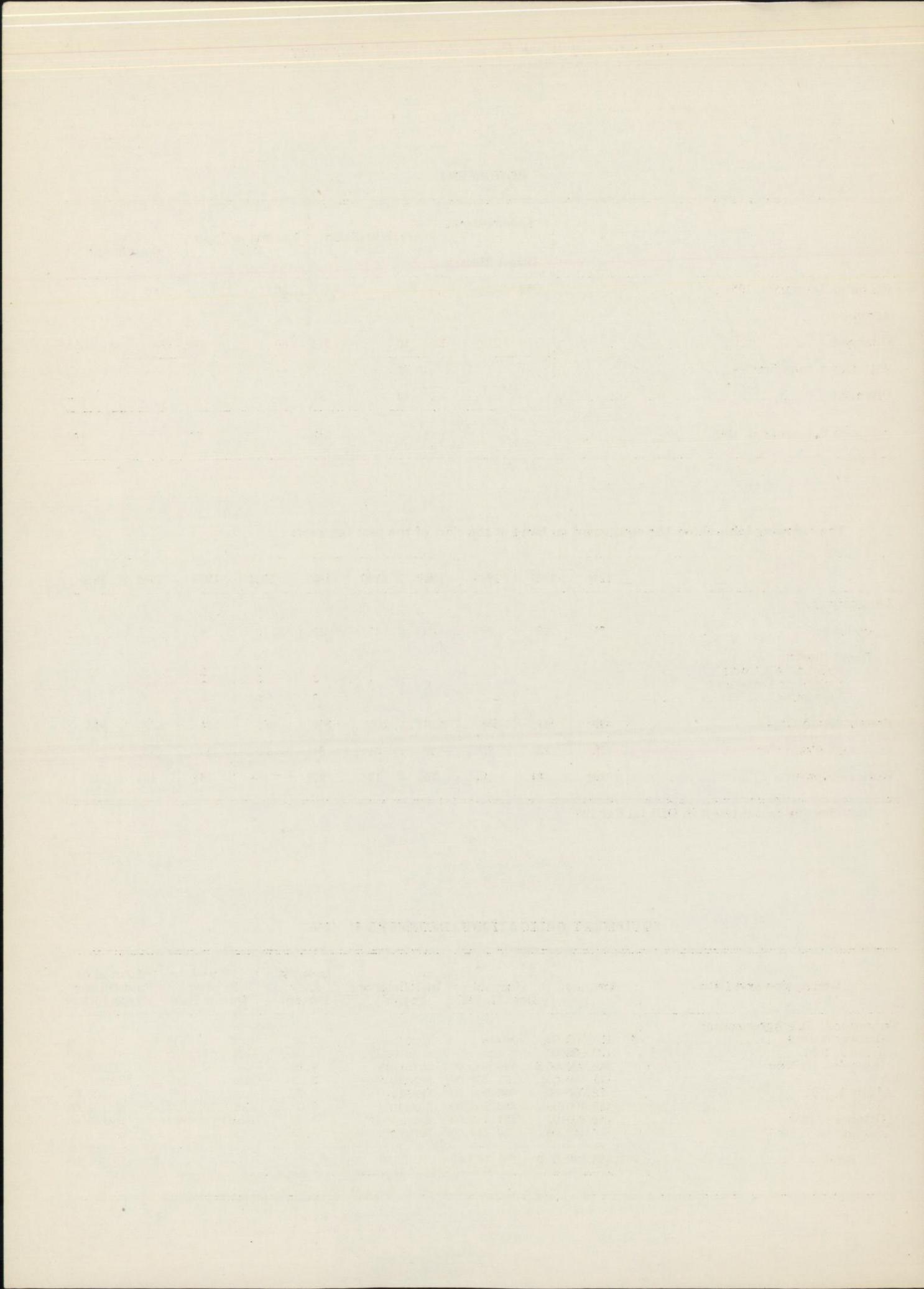
The following table shows the equipment on hand at the close of the past ten years:

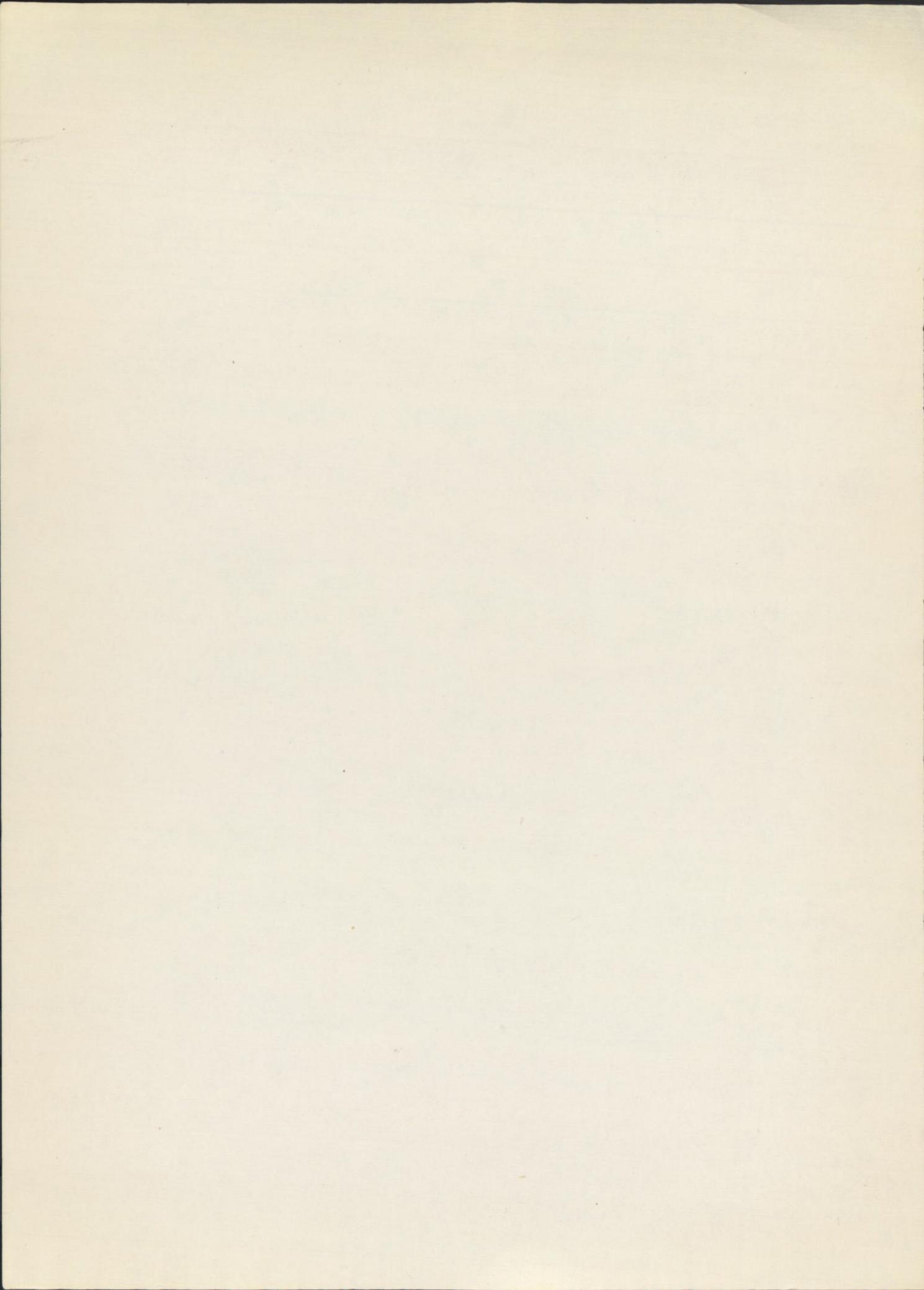
	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955
Locomotives:										
Steam.....	21	20	20	20	17	15	13	9	—	—
Diesel-Electric:										
Freight "A" Units.....					1	1	2	2	2	2
Freight or Passenger.....					2	3	7	7	7	7
Switching.....					2	2	3	3	3	3
Freight Train Cars.....	499	541	556	510	505	509	589	564	539	543
Passenger-Train Cars.....	25	25	25	32	31	31	29	30	30	30
Work Equipment.....	19½	18½	18½	19½	19½	20½	16½	16½	16½	16½

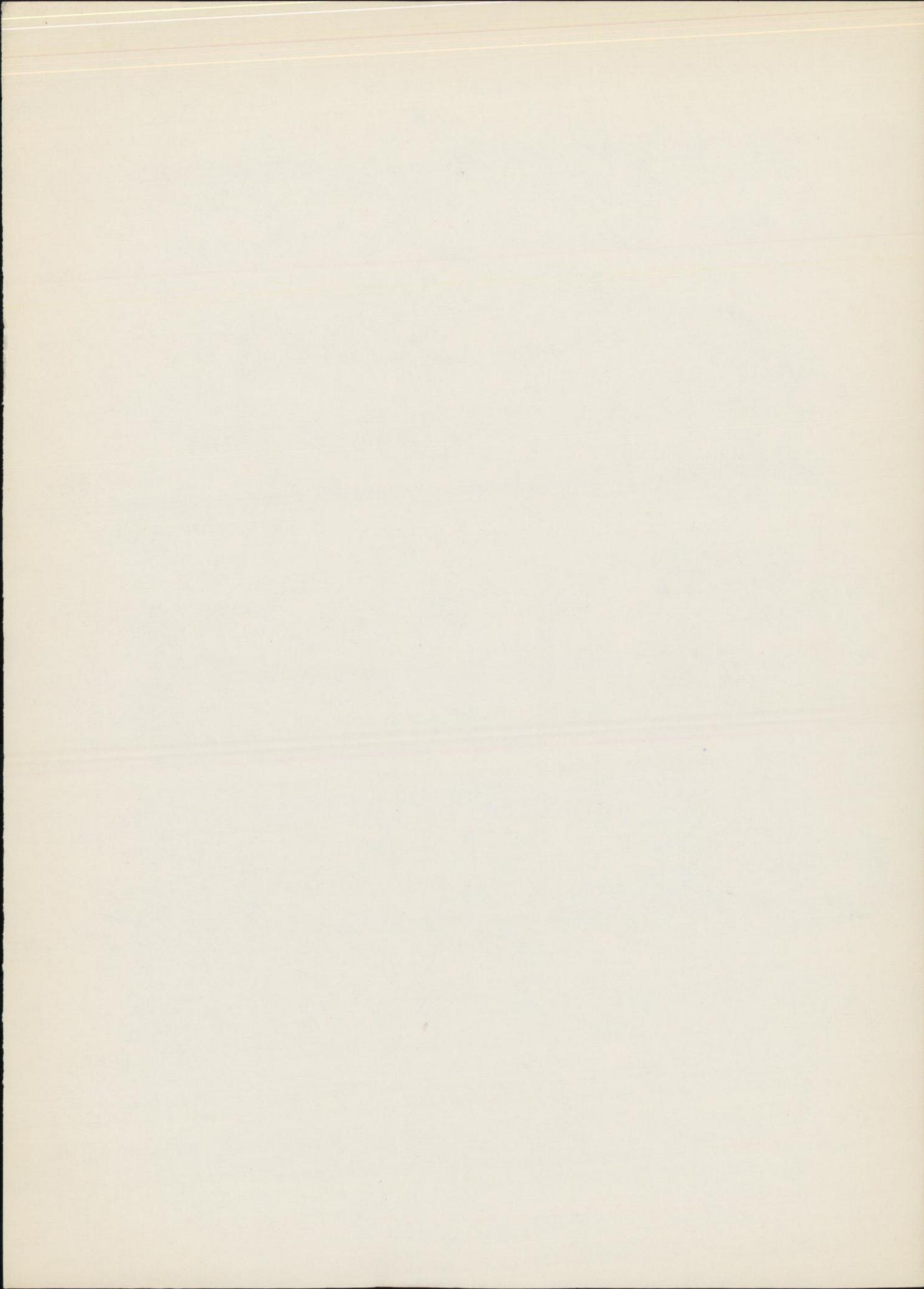
\* Includes one-half interest in Official Car 100.

## EQUIPMENT OBLIGATIONS, DECEMBER 31, 1955.

Description and Date	Amount	Unpaid Dec. 31, 1955	Installments Payable	Interest Rate Percent	Final Payment Due or Paid	Matured or Paid During Year 1955
Conditional Sale Agreements:						
October 6, 1949.....	\$ 126,000.00	None	Quarterly	2.25	Apr. 1, 1955	\$ 6,300.00
June 9, 1950.....	130,000.00	None	Quarterly	2.00	Oct. 1, 1955	19,500.00
December 16, 1950.....	342,000.00	\$ 176,700.00	Monthly	2.40	Mar. 1, 1961	34,200.00
	171,000.00	171,000.00	Monthly	2.85	Mar. 1, 1966	None
June 4, 1951.....	92,000.00	52,900.00	Quarterly	2.75	Aug. 1, 1961	9,200.00
April 1, 1952.....	413,100.00	322,269.00	Monthly	3.00	Oct. 19, 1967	31,161.00
October 1, 1952.....	151,800.00	121,440.00	Quarterly	3.25	Nov. 1, 1967	10,120.00
September 1, 1955.....	37,440.00	37,440.00	Monthly	3.25	-----	None
Total.....	\$ 1,463,340.00	\$ 881,749.00				\$ 110,481.00









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